What is claimed is:

1. A motorcycle comprising:

a frame;

a front wheel operatively coupled to a front portion of the frame;

a rear wheel operatively coupled to a lower rear portion of the frame;

a rear fender directly coupled to an upper rear portion of the frame; and

one or more components directly coupled to the upper rear portion of the frame.

2. The motorcycle of claim 1, wherein the upper rear portion of the frame is located posterior to the rear fender and the one or more components.

3. The motorcycle of claim 1, wherein the upper rear portion of the frame comprises one or more rear frame rails, each rail having a plurality of holes located therein.

4. The motorcycle of claim 3, wherein the upper rear portion of the frame comprises two rear frame rails.

5. The motorcycle of claim 3, wherein the each of the one or more components comprises an accessory to the motorcycle, each of the components and the rear fender adapted to be supported by at least one of the rear frame rails.

6. The motorcycle of claim 3, wherein the fender includes a plurality of bores located therein, each of the plurality of bores configured to align with one of the plurality of holes in one of the rear frame rails.

7. The motorcycle of claim 6, wherein the component includes a mounting bracket having one or more protruding portions, each portion having an aperture located therein, each aperture configured to align with one of the plurality of bores in the fender that is aligned with one of the plurality of holes in one of the rear frame rails.

8. The motorcycle of claim 1, wherein the one or more components can include one or optionally more of a passenger seat, a luggage rack, a smuggler, saddlebags, a driver backrest, and a passenger backrest.

9. The motorcycle of claim 6, further comprising one or more covers each directly coupled to the upper rear portion of the frame, the one or more covers adapted to mask the plurality of bores in the fender.

10. The motorcycle of claim 9, wherein each of the one or more covers has one or more openings each configured to align with one of the plurality of bores in the fender that is aligned with one of the plurality of holes in one of the rear frame rails.

11. The motorcycle of claim 10, further comprising one or more support brackets each coupled to the upper rear portion of the frame, each bracket including at least one boss configured to align with at least one of the openings in one of the covers that is aligned with one of the plurality of bores in the fender that is aligned with one of the plurality of holes in one of the rear frame rails.

12. The motorcycle of claim 11, wherein each of the one or more support brackets is coupled to a saddlebag.

13. The motorcycle of claim 11, wherein each of the one or more support brackets is coupled to a footrest.

14. The motorcycle of claim 6, further comprising a plurality of fasteners adapted to couple each of the rear fender and the component to the upper rear portion of the frame, each of the plurality of fasteners adapted to at least extend through one of the plurality of bores in the rear fender and be threadably received in one of the plurality of holes in one of the rear frame rails.

15. A rear fender mounting assembly comprising:

a frame having a front and a rear portion, the rear portion including an upper portion and a lower portion, the upper rear portion including one or more rear frame rails, each rail having a plurality of holes located therein; and

a rear fender directly coupled to the upper rear portion of the frame, the rear fender including a plurality of bores located therein, each of the plurality of bores configured to align with one of the plurality of holes in one of the rear frame rails.

16. The motorcycle of claim 15, wherein the upper rear portion of the frame is located posterior to the rear fender.

17. The motorcycle of claim 15, wherein the upper rear portion of the frame comprises two rear frame rails.

18. The motorcycle of claim 15, further comprising one or more components each directly coupled to the upper rear portion of the frame.

19. The motorcycle of claim 18, wherein each of the one or more components has one or more apertures each configured to align with one of the plurality of bores in the fender that is aligned with one of the plurality of holes in one of the rear frame rails.

20. The motorcycle of claim 15, further comprising one or more covers each directly coupled to the upper rear portion of the frame, the one or more covers adapted to mask the plurality of bores in the fender.

21. The motorcycle of claim 20, wherein each of the one or more covers has one or more apertures each configured to align with one of the plurality of bores in the fender that is aligned with one of the plurality of holes in one of the rear frame rails.

22. The motorcycle of claim 15, further comprising a plurality of fasteners adapted to couple the rear fender to the upper rear portion of the frame, each of the plurality of fasteners adapted to extend through the plurality of bores in the rear fender and be threadably received in the plurality of holes in one of the rear frame rails.

23. A method of mounting a rear fender to a motorcycle frame while keeping the mounting hardware concealed but readily accessible comprising:
removing a first rear fender and any mounting hardware from an upper rear portion of the motorcycle frame;
drilling two holes into the upper rear portion of the motorcycle frame;
drilling two bores into a second rear fender to align with the two holes in the upper rear portion of the motorcycle frame;
securing the second rear fender to the upper rear portion of the motorcycle frame;
providing at least one cover adapted to conceal one or more of the bores in the second rear fender;
drilling at least one aperture into the at least one cover to align with one of the bores in the second rear fender and one of the holes in the upper rear portion of the motorcycle frame; and
securing the at least one cover to the upper rear portion of the motorcycle frame.

24. The method of claim 23, wherein the step of drilling two holes into the upper rear portion of the motorcycle frame comprises drilling two into one or more rear guide rails.

25. The method of claim 23, wherein the step of securing the second rear fender to the upper rear portion of the motorcycle frame comprises inserting one or more fasteners each in at least one of the bores in the second rear fender that is aligned with one of the holes in the upper rear portion of the motorcycle frame.

26. The method of claim 25, wherein the step of securing the second rear fender comprises engaging the one or more fasteners each in one of the holes in the upper portion of the motorcycle frame such that outer threading on each fastener mates with inner threading in the each hole.

27. The method of claim 25, wherein the step of securing the at least one cover to the upper rear portion of the motorcycle frame comprises inserting the one or more fasteners each in one of the apertures within the cover that aligns with one unoccupied bore in the second rear fender and one unoccupied hole in the upper rear portion of the motorcycle frame.

28. The method of claim 27, wherein the step of securing the at least one cover comprises engaging the one or more fasteners each in one of the unoccupied holes in the upper portion of the motorcycle frame such that outer threading on the fastener mates with inner threading in the unoccupied hole.